



The Fleet Operations Management team show off a new pickup truck fueled by natural gas. Left to right: Fleet Operations Director Steve Saltzgiver, Budget Manager Shirley Robinson, IT Manager Margaret Haacke, Surplus Manager Mark Young, Fuel Manager Jeff Done and Motor Pool Operations Manager David Rees.

BY ALISON TAYLOR

EFFICIENT FLEETS

Utah Streamlines Fleet Operations

During the 1996 Legislation session an intensive study of the state of Utah's fleet was commissioned to determine ways to become more cost-effective with taxpayer dollars. The study produced several recommendations, one of which was to administratively consolidate the state fleet, into a single new division. The changes were made so employees of Natural Resources or Department of Transportation could concentrate their efforts on activities directly related to their primary objective rather than maintaining a fleet. The Division of Fleet Operations opened its doors in July of 1997 with a singular mission: to market and sell transportation to the State of Utah at

the lowest cost possible. To accomplish this the division was split into three core programs.

MOTOR POOL

The Motor Pool Program operates a statewide fleet information system that tracks the state fleet. A virtual skeleton crew is able to manage the Motor Pool by building an effective partnership with the private sector and other public entities through using a computer program called FleetAnywhere. The system tracks daily rentals of vehicles for state employees who occasionally travel and long-term leases to state employees

whose duties frequently include travel. With a few in house enhancements made by the division information technology team, the program is now referred to as the Computerized Automotive Resource System or C.A.R.S. The statewide implementation of C.A.R.S. is slated for completion by the beginning of fiscal year 2000. With the upgraded program, staff members can also track cost per mile, routine maintenance, warranty recovery and many other facets of each vehicle in the state fleet. The employees at Motor Pool, although trained in all

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aspects of the program, specialize in specific areas in order to keep the drivers inconvenience to a minimum. Motor Pool also retains a full-time quality control specialist who frequently visits contracted vendors to ensure the highest quality maintenance. The call center staff approves proposed repairs and tracks maintenance cost, sending the quality control specialist to verify any questionable expenses. All the data gathered

through C.A.R.S. is then analyzed to determine ways for the Division to become more cost-effective.

FUEL DISPENSING NETWORK

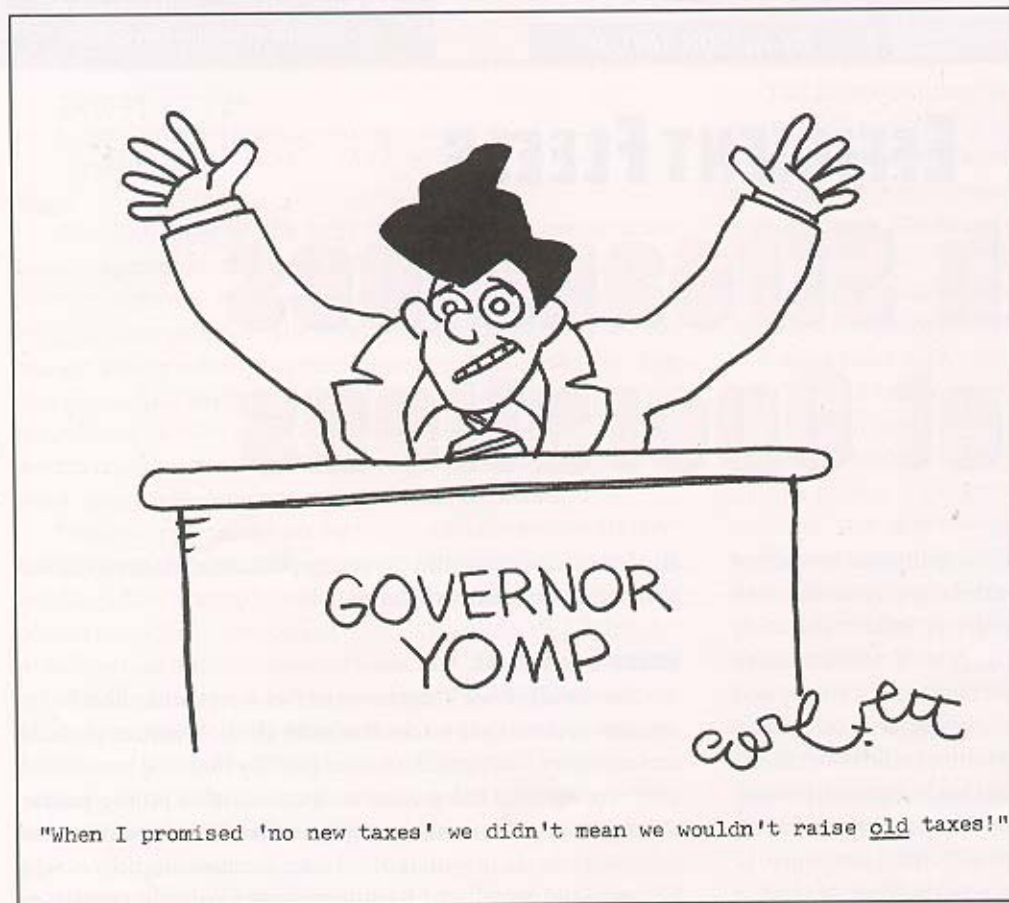
The Fuel Dispensing Network began with two objectives: reduce the number of state fueling sites and keep fleet fueling costs down.

For years many departments within the state, counties, cities and school districts operated and maintained their own fueling sites. This posed not only a financial burden, but also an environmental concern for the citizens of Utah. A prime example of the excessiveness that the Fuel Dispensing Network has corrected was a small county located west of Salt Lake City. Within a two mile radius five separate sites were operating under state, city and county jurisdictions. The Fuel Dispensing Network was able to close the five sites and build one more efficient site, saving the taxpayers more than \$1 million. Currently, of the

more than 800 fueling tanks statewide, 500 have been shut down and the aging steel tanks removed. This has greatly reduced the possibility of water supply contamination.

Since Salt Lake City is located in a mountain valley, a unique smog problem has developed with the recent population increase. Lack of wind, allows smog to settle in the valley causing many health problems for area residents. Fuel

Network Manager Jeff Done helped to lessen the smog problem by including natural gas fueling sites in his plan. With the help of other organizations, such as Clean Cities, educating the general public about the advantages of driving alternative fuel vehicles, many private fueling stations have begun to offer natural gas and propane. Drivers of vehicles fueled by natural gas, can fuel up throughout northern Utah. This has enabled Motor Pool's Operations Manager David Rees to purchase more than the federally mandated number of alternative fuel vehicles. Many of the fleets owned by the private sector have followed suit. The result has been remarkable. There were no health warnings issued, due to smog, in the Salt Lake Valley during the 1998-99 winter season. Area residents were also allowed to use their wood burning stoves and fire-



places throughout the season for the first time in more than six years.

The state of Utah has also bound together with the private sector, cities, and counties under the Fuel Dispensing Network to create a fuel tracking system. With this system, the fleets involved are able to reduce their taxes and lower fueling costs. Purchases of natural gas and petroleum fuels, as well as maintenance items and services with a cost of less than one hundred dollars, can be made at state and many privately-owned fueling facilities. Costs are tracked using a singular credit card currently provided by the Fuelman/GasCard Company. The Fuel Network Program currently stands as a model of cooperation and teamwork between three powerful entities that in the past had stood apart.

SURPLUS PROPERTY

The Surplus Property Program functions as an investment recovery program for the state of Utah and Division of Fleet Operations. The tie to Fleet Operations is the reselling of fleet vehicles. When a vehicle either surpasses 80,000 miles or becomes five to six years old, it is sold through Surplus Property. Profits recovered from the sale are used to replace the automobile. Presently the vehicles are sold "as is" with little maintenance history available to the consumer. However, the Surplus team is working toward becoming a full service used car dealership within the next five years. By offering services such as financing, maintenance histories, and extended warranty, Surplus Manager Mark Young believes that this will help the buyer feel more confident about their vehicle purchase.

According to Division Director, Steve Saltzgiver, the ultimate goal of the Division of Fleet Operations is to "take State vehicles from the cradle to the grave." Vehicles are bought and cared for through Motor Pool, fueled through the Fuel Network and sold at Surplus. More information on the Division of Fleet Operations and its programs are available on the Web at <www.fleet.state.ut.us>. The Web page also allows customers of the Division to download forms such as new vehicle requests, accident reports, and commute request forms, saving Utah taxpayers thousands of dollars in paper costs.

Other merchandise, such as office furniture and computer equipment, is also sold to the public through the Surplus Property Program. Proceeds are then used to replace the items, saving the taxpayers thousand of dollars each year. Saltzgiver also boasts of the many awards the Division has received during its first year, including The U.S. Department of Energy. Alternative

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consolidation of the fleet and the new economic and environmental changes are "moving in the right direction" for state employees and Utah residents. ♦

Alison Taylor is the public relations specialist with the Utah Fleet Division.

Fuel Vehicle All-Star Award. It was given for "superior achievement in compliance with the Alternative Fuel Vehicle requirements of the Energy Policy of 1992."

Governor Mike Leavitt recognized the hard work of Division employees by declaring December of 1997 Central Motor Pool Appreciation Month. The Division was honored for having a "can do" attitude under challenging circumstances, having a high degree of professionalism and integrity, and increasing the efficiency of the state fleet.

Members of the Fleet Operations team believe the

STOP COMPUTER THEFT!

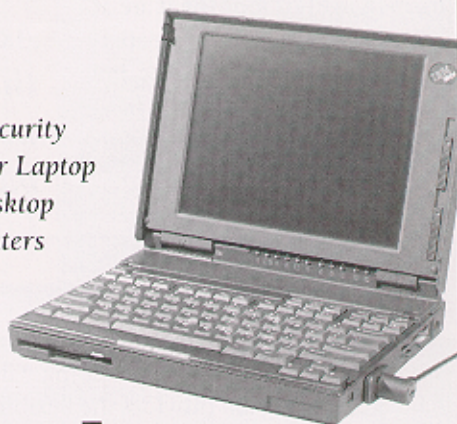
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